Vol. XXXV. No. 4898. 號九十月三年九十七百八千一英

HONGKONG, WEDNESDAY, MARCH 19, 1879.

日七十月二年卯己

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON :- F. ALGAR, 8, Clement's Lanc. Lombard Street. George Street & Co., 30, Cornhill. Gordon & Gotch, Ludgate Circus, E. C. BATES, HENDY & Co., 4. Old Jewry, E.C. SAMUEL DRAGON & Co., 150 & 154, Leadenhall

PARIS AND EUROPE:-LEON DE ROSNY, 19, Rus Monsseur, Paris. NEW YORK:-ANDREW WIND, 133, Nas-

AUSTRALIA, TASMANIA, AND NEW ZEALAND :- GORDON & GOTCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally :- Bran & Black, San Fran-SINGAPORE AND STRAITS:-SAYLE &

Co., Square, Singapore. C. Heinszen & Co. Manila. CHINA:-- Macao, Messrs A. A. DE MELLO & Co. Swatow, Campbell & Co.

Amoy, Wilson, Nicholls & Co. Foothow, HEDGE & Co. Shanghai. LAME, CRAWFORD & Co., and KELLI & WALSH. Yokohama, LANE, CRAW-FORD & Co.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL,.....5,000,000 Dollars. RESERVE FUND,......1,300,000 Dollars.

COURT OF DIRECTORS. Chairman-W. H. FORBES, Esq. Deputy Chairman-Hon. W. KESWICK. E.R. Belilios, Esq. | Wilhelm Reiners, H. L. DALRYMPLE, F. D. SASSOON, Esq. W. S. Young, Esq. H. Hoppius, Esq. A. McIver, Esq.

CHIEF MANAGER. Hongkong,.....THOMAS JACKSON, Esq. MANAGER. Shanghai, Ewen Cameron, Esq. LONDON BANKERS. - London and County

HONGKONG.

INTEREST ALLOWED. ON Current Deposit Account at the rate of 2 per cent. per annum on the daily

For Fixed Deposits :-For 3 months, 3 per cent. per annum. 4 per cent. ,, ,, 5 per cent.

LOCAL BILLS DISCOUNTED.

Oredits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japau. T. JACKSON.

Chief Manager. Offices of the Corporation,

. No. 1, Queen's Road East.

Hongkong, February 15, 1879. ORIENTAL BANK CORPORATION

(Incorporated by Royal Charter.)

TO ATES OF INTEREST ALLOWED ON FIXED DEPOSITS. 3 months' notice 8% per Annum.

On Current Accounts at Rates which can be ascertained at their Office. D. A. J. CROMBIE, Acting Manager.

Oriental Bank Corporation, Hongkong, November 23, 1878.

CHARTERED BANK OF INDIA, AUS-

CAPITAL,£800 000

TRALIA, AND CHINA.

Bankers. THE BANK OF ENGLAND. THE CITY BANK.

THE NATIONAL BANK OF SCOTLAND.

HE BANK'S BRANCH in HONGKONG grants Drafts on London and the Chief Commercial places in Europe and the East i buys and receives for collection Bills of Exchange, and conducts all kinds of Banking and Exchange Business.

RATES OF INTEREST ALLOWED ON DE-POSITS.

On CURRENT ACCOUNTS, 2 per cent. per annum on the daily balance.

Or Fixed Deposits. For 3 months, 3 per cent, per annum, 4 per cent. 5 per cents

WASHING BOOKS. (In English and Chinese.) TITASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, are now ready at this Office. - Price, \$1 each. ORINA MAIL Officei

For sale. RECENTLY ARRIVED,

FOR SALE.

TOODGERS'S CELEBRATED CUT-

LERY. WATERLOW'S and DE LA RUE'S DESSERT and DINNER SERVICES. TABLE GLASSWARE. GENTS' TOOL CHESTS.

CABIN SUSPENSION and BULK HEAD SWINGING LAMPS for OIL. CABIN SWINGING CANDLE-STICKS.

SIGNAL and MASTHEAD LAMPS, (Latest Admiralty Regulation). TUBE EXPANDERS, Assorted Sizes. ENGINEER'S HAMMERS. MATHEMATICAL INSTRUMENTS. COPPER WIRE GAUZE.

SPIRIT LEVELS. INDIA RUBBER SHEETS, Assorted

INSERTION RUBBER, Assorted Sizes. INDIA RUBBER DOOR MATS. INDIA RUBBER SUCTION and DE-LIVERY HOSE, CANVAS DELIVERY HOSE. LEATHER BELTING.

A Large and Choice Assortment of American and English ELECTRO-PLATED WARE. NEW and POPULAR BOOKS,

INSTRUCTIVE and AMUSING. EDUCATIONAL WORKS. WORKS OF REFERENCE.

PRESENTATION BOOKS. NOVELS, &c.

MUSIC & SONGS, by First class Composers, Operas. Musical Instruction Books, &c.

> Selection of SHERRIES. Very Fine "O. K." BOURBON WHISKY. CHATEAU DE FRANDS. (A fine full flavoured Breakfast CLARET.) Brandies. Gin. LIQUEURS.

LAMMERT, ATKINSON & CO. Hongkong, February 21, 1879.

FOR SALE

THUGENE RIMMEL'S TROPICAL FLOWER WATER.



SUPERIOR TO ALL SIMILAR PREPARATIONS.

VOGEL & Co., Fole Agents for China. ^aHongkong, February 19, 1879.

auctions.

LAND AUOTION. ANE, CRAWFORD & Co. will sell by Public Auction,

SATURDAY,

the 22nd March, at Noon,-INLAND LOT, No. 173, measuring about 571 Feet by 47 Feet, and having frontages on Wellington, Graham, and

Gutzlaff Streets. . There is Room to erect Four Chinese Houses.

The Crown Rent is \$44.51. The central position of this Lot makes

it a most desirable investment. TERMS OF SALE .- One-third of th Purchase Money on the fall of the hammer, the remainder on completion of the Transfer. Expenses of Transfer

to be borne by the Purchaser. Hongkong, Murch 11, 1879.

PUBLIC AUCTION.

THO BE SOLD by PUBLIC AUG-TION, shortly, on a day to be hereafter named, unless proviously disposed of by private contract,-

THE HONGKONG DISTILLERY, Situate at East Point, Hongkong, now in Complete Working Order, and Capable of Distilling upwards of 2,000 Gallons daily. The Property is of a most valuable nature, comprising THREE PIECES of GROUND close to the water, viz :- Inland Lots Nos. 749, 781 and 782, with the Substantially Built Diverting House and Business Prehises, erected specially for the purpose only a few years since, together with the Machinery, Engines, Stills, Vats. STOCK, and TRADE FURNITURE and Fir-

For further Particulars, apply to Messrs SHARP, TOLLER, and JOHNSON, Issuing the Loan, Solicitors, Supreme Court House, Hongkong. Hongkong, March 5, 1879.

Intimations.

ARE AGENTS FOR

OURCIER and ADETS' CLARETS. Courvoisier's BRANDY. CHUBBS' SAFES. WHITBREAD'S STOUT. VAN HOBOKEN'S GIN. Foster's Bottled ALE and STOUT. SILBER LIGHT LAMPS. ench JAMS, Confiturerie de St. James. STARKEY'S GOLD LACE and OFFICERS'

DECORATIONS.

KOHNSTAMM'S CHAMPAGNE.

BAXTER'S CANVAS.

BASS'S DRAUGHT ALE. LETTS'S DIARIES. ISIGNY BUTTER. TEACHER'S WHISKY. CONSTABULARY REVOLVERS. THE NEW LIFE JACKET LONDON & CHINA EXPRESS, OVER-LAND MAIL, and THE HOME

IRON WORK.

GILBEY & Sons' WINES.

LANE, CRAWFORD & Co.

Beg to call Special Attention to the following Departments:—

COAST ORDER DEPARTMENT:

ORDERS from the COAST or OUT-PORTS are Promptly and Carefully Executed. Goods not in Stock will be procured, if possible, in the Colony.

SPECIAL ORDER DEPARTMENT:

BOOKS, SCIENTIFIC INSTRUMENTS, ORNAMENTAL HOUSE or GAR-DEN FITTINGS, FURNITURE, PIANOS, MEDICINES, BILLIARD TABLES, ARMS, &c., &c., ordered from England, at a Commission (all trade discounts being allowed) on the laid down cost, of 5 per cent. on amounts over, and 10 per cent. on amounts under \$100.

FORWARDING AGENCY:

PACKAGES of CURIOS, TEA, PRESERVES, &c., &c., forwarded to any Address in the United Kingdom by each P. & O. Mail, Charges in full collected either here or from the Consignees as desired. Particulars required with each Package are, Contents for declaration at Customs and value for insurance.

Hongkong, February 27, 1879.

EIGHT PER CENT. SILVER LOAN

Authorized by Imperial Decree dated the 14th Day of the Ninth Moon of the Fourth ... Year of Kwong-Sii (9th October, 1878.)

Haiquan Taels 1,750,000—Shanghai Taels 1,949,500 Stock.

In Bonds of Shanghai Taels 500 each, bearing Interest from 11th April, 1879. The First Instalment of Interest being payable on 5th October, 1879, in HONGKONG AND SHANGHAI.

The Bonds are redeemable at PAR WITHIN SIX YEARS (1884) by HALF-YEARLY (ACCORDING TO THE CHINESE CALENDAR) DRAWINGS. PRINCIPAL AND INTEREST PAYABLE IN HONGKONG.

PRICE OF ISSUE-PAR.

THE HONGKONG AND SHANGHAI BANKING CORPORATION hereby invites SUBSCRIPTIONS FOR SHANGHAI TAELS 1,787,000 of 8 PER CENT. Bonds at the issue PRICE OF PAR, payable as follows:-

> - Shanghai Taels 10 per cent. on application. 15 days after allotment.

The Bonds will bear interest at the rate of Shanghai Taels eight per cent. per annum, payable half-yearly according to the Chinese Calendar, as per annexed Schedule, at the Offices of the Hongkong and Shanghai Banking Corporation, in Hongkong (at current rate of Exchange for Demand Bills on Shanghai) and Shanghai.

The first payment of interest on the full amount of each Bond will be payable on 5th October, 1879, at the above-mentioned places. The Bonds will be redeemed at par within six years (1884) by 11 half-yearly Drawings, commencing 5th October, 1879, of Shanghai Taels 162,500 each, the balance of the

Loan, Shanghai Taels 162,000, being paid off on 9th August, 1884. The Drawings will take place in Hongkong in February and August in each year, and the Bonds so drawn will be paid off at par on the respective dates specified in annexed Schedule at the Offices of the Hongkong and Shanghai Banking Corporation,

in Hongkong (at current rate of Exchange for Demand Bills on Shanghai) and Shanghai after which dates interest on the Bonds so drawn will cease. The Loan has been authorized by an Imperial Decree, dated 9th of October, 1878. The Loan, principal and interest, is specially secured by the hypothecation of the Imperial Maritime Customs' Revenue of the ports of Shanghai, Foochow, Canton, Ningpo and Hankow-the five Ports which have the largest Customs' Revenue of the

Empire-to the extent necessary for the due payment of interest and repayment of principal of the said Loan. The special hypothecation of Customs' Revenue to meet the charge of the present

Loan is constituted by the deposit with the Hongkong and Shanghal Banking Corporation of Customs' Bonds, signed by the Viceroys and Governors of the respective Provinces in which the Ports referred to are situated, which Bonds will be held by the Bank in trust for the holders of this Loan. These Customs' Bonds will be received, in case of need, in payment of Chinese Customs' Duties. Certified Translations of the Official Documents authorizing t'e Loan, may be

mr22 inspected at the Office of the Hongkong and Shanghai Banking Corporation, Hongkong Default in payment of any instalment at the due date will render all previous payments liable to forfeiture.

If no allotment is made, the deposit will be returned in full; and if only a portion of the amount applied for is allotted, the balance of the deposit will be applied towards the payment of the final instalment.

Bondo to Bearer will be issued against Allotment Letters and Bankers' Receipt.

DOUGH SO DOUGH ALT	r No repried skytter with	terrious Piosect	B SUG PANACIS	Trooping.
· "我们是我们还是"好"的"我		Principal.	Interest.	Total.
1st Instalment du	e 5th October, 1879	.162,500.00	.69,325 6124	1,825.81
2nd ,,	80th March, 1880	162 500.00	.68'021.7022	6,521 70
8rd 56	28rd September, 1880	.162,500 00	.56,717.5921	0,217.59
4th,	19th March, 1881	162-500.00	.50;≰l3.4821	2,913 48
5th	12th September, 1881.	.162,500.00	.44,109.3720	6,609 37
e Oth in the same of	8th March, 1882	.162,500.00	.37,805.2620	9,305 28
7 7th	1st September, 1882.	.162,500.00	.31,501 1519	4,001.15
8th	25th February, 1883	162,500.00	.25,197.0 4 18	7,697.04
9th	21st August, 1883	.162,500.00	.18,892.9816	1,392.93
10th	14th February, 1884	.162,500.00.1	.12,588.8217	5,088.82
11th .,	9th August, 1884	162,000.00	.: 6,284 7116	8,284.71
	Shanghai Taole1,	787,000.00 4	15,857.86 2,2	2,657.86

Applications (Forms of which can be obtained at the offices of the Bank) accombanled by a deposit of Shanghai Taels Ten per cent., will be received by the Hongkong and Shanghal Banking Corporation until the Hleventh day of April, 1879, on which date the allotment will be made. For the HONGKONG & SHANGHAI BANKING CORPORATION, AGENTS

(Signed)

Hongkong, 5th March, 1879.

T. JACKSON, Ohist Manager.

intimations.

W. T. ALLEN & Co.'s ORNAMENTAL ARTILLERY VOLUNTEERS. ORDERLY ROOM, 12th March, 1879.

MEMBERS are informed that GUN DRILL PARADES will take place at the NORTH BARRACKS every MONDAY and THURSDAY, at 5.30 P.M. "A" BATTERY ON MONDAY.

"B" BATTERY ON THURSDAY. The Order is optional for Members of both Batteries. Those who have not commenced Gun DRILL and RECEUITS are required to attend

both days. There will be no Parade on Tuesdays until further orders.

A. COXON,

Captain-Commandant H. K. A. V G. FALCONER & Co., WATCH AND CHRONOMETER

MANUFACTURERS, JEWELLERS.

NAUTICAL INSTRUMENTS, CHARTS AND BOOKS. 46, Queen's Road Central.

Hongkong, February 20, 1879. THE CHINESE INSURANCE CO., LIMITED.

NOTIOE is hereby given, that an EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS of the above-named Company will be Held at the Company's Office, No. 39, Queen's Road, in the city of Victoria, Hongkong, on MONDAY, the 24th day of March next, for the purpose of Confirming the Special Resolutions which were passed at the Extraordinary General Meeting held to-day.

Dated this 10th day of March, 1879. By Order,

THE OHINESE INSURANCE COM-

J. BRADLEE SMITH, General Agent.

PANY, LIMITED.

NOTICE TO SHAREHOLDERS. NTOTICE is hereby given, that the EIGHTH ORDINARY MEETING of the SHAREHOLDERS in the above Company will be Held at the HEAD OFFIJE Victoria, Hongkong, on MONDAY, the 24th March, 1879, at 31 0'CLOCK P.M., for the purpose of receiving the Report of the Directors, together with a Statement of Accounts to 31st December, 1878.

The Transfer BOOKS of the Company will be CLOSED from 10th March to the 24th March, both days inclusive. By Order of the Board,

J. BRADLEE SMITH. General Agent. Hongkong, February 19, 1879.

COMPANY, LIMITED.

HONGKONG AND WHAMPOA DOOK

NOTICE TO SHABEHOLDERS. CONTRIBUTING Shareholders are requested to send in an ACCOUNT OF BUSINESS CONTRIBUTED during the half year ended 31st December 1878, on or before March 31st, on which date the

Accounts will be Closed. By Order of the Board of Directors, D. GILLIES, Secretary.

Hongkong, February 25, 1879. DENTAL NOTICE.

ROGERS will visit Shanghan during the Summer Months, leaving Hongkone on the 1st of April next,

Hongkong, February 10, 1879. NOTIOE. ROM the 1sr or Corober,

DR EASTLACKE will receive bis PATIENTS at his new DENTAL ROOMS, No. 50, Queen's Road Central, over the MEDICAL HALL.

Hongkong, September 23, 1878,

GEORGE PHILI DARK (Deceased.) ALAIMS against the above Estate should be sent in to the Undersigned before the 15th of March.

H. F. HANCE, Acting Consul. Canton, Feb. 25, 1879.

shipping.

Steamers.

FOR YOKOHAMA & HIOGO. The Steamship Captain Arkinson, shortly due, will have quick despatch

for the above Ports. For Freight or Passage, apply to RUSSELL & Co.

Hongkong, March 12, 1879.

Shipping.

Steamers. FOR SWATOW, AMOY, FOOCHOW,

CHEFOQ AND NEWCHWANG. 3 The Steamship Capt. WESTORY, will be de-spatched for the above Ports on FRIDAY, the 21st Instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co. Hongkong, March 18, 1879.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANÇAIS. The Company's Steamship Commandant Rolland, will be despatched for YOKOHAMA

shortly after the arrival of the next French G. DE CHAMPEAUX;

Hongkong, March 15, 1879.

NOTICE. COMPAGNIE DES MESSAGERIES

MARITIMES. PAQUEBOT POSTE FRANÇAIS.

The Company's Steamship "ANADYR," Commandant BRUNET, will be despatched for SHANGHAI shortly after her arrival from Europe.

G. DE CHAMPEAUX. Hongkong, March 15, 1879.

Sailing Vessels.

FOR NEW YORK. The A 1 American Bark "T. A. GODDARD," Captain SMITH, will load here for the above Port, and have

quick despatch. For Freight, apply to RUSSELL & Co.

Hongkong, March 12, 1879. ap12 FOR SAN FRANCISCO.

The A 1 American Ship "UHARMAN, Will load here shove Port, and wil" for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co. Hongkong, March 7, 1879.

FOR HAMBURG. The A 1 German Schooner BURGWARDT, Master.
For Freight, apply "FORMOSA," For Freight, apply to

VOCEL & Co. Hongkong, March 17, 1879.

Hongkong, February 26, 1879.

FOR NEW. YORK. The A 1 American Ship// "GOLDEN RULE" Lewis, Master. For Freight, For Freight, apply to

> FOR PORTLAND The A 1 American Barkin) -"STILLMAN B. ALLEN," TAYLOR, Master.

For Freight, apply to,

"STRACATHRO,"

VOGEL & Co.

VOGEL & Co Bongkong, February 26, 1879. FOR LONDON.

"STRACAT For Breight, apply to VOGEL & Op. Hongkong, February 18, 1879.

The A 1 British Bark

FOR SAN FRANCISCO. The A I American Ship "BLAOK HAWK," Howland, Master. For Freight, app

For Freight, apply to VOGEL & Co. Hongkong, January 30, 1879, ret-

FOR LONDON. The 3/3 L.I.I. Norwegian Ship "SUMARLIDE" Tobiasan, Master. For Freight, apply to althe

VOGEL & Co. Hongkong, January 30, 1879.

FOR NEW YORK. The A 1 British Bark "HAZELHURST," Goudey, Master, For Freight, ap For Freight, apply to VOGEL & Co.

Hongkong, Japuary 30, 1879,

Intimations.

NOTICE TO MARINERS. No. 98.

CHINA SEA.

SHANGHAI DISTRICT .- WOOSUNG RIVER.

WOOSUNG INNER BAR SIGNALS.

ATOTICE is hereby given that, on and after the 31st March, 1879, Geometrical Signals will be substituted for the flags now in use at the Woosung Inner Bar Station, shewing the depth of water on the Bar during the day.

An explanatory diagram, shewing the signals which indicate the depth of water from 10 feet to 241 feet and which will show the same in approaching the signal station both from Shanghai and from sea-

ward, is added herewith. To indicate a rising tide a ball will be the Cathedral. hoisted at the most head.

In case of there being greater or less depths of water than here given, the number of feet will be signalled by the "Universal Code of Signals" at the masthead, and the half feet by a red and white flag at the yard-arm.

By order of the Inspector-General of Quatoma.

GERALD E. WELLESLEY, Acting Engineer-in-Chief.

Imperial Maritime Customs, Engineer's Office, Shanghai, 31st Jan., 1879.

Depth of water in feet on Bar.	South Yard-arm.	Yard arm.	Depth of water in feet on Bar.	South Yard-arm	Yard-arm
10	A		171	0	
101	A	X	18		
11			181		
111			19		
12		30 m	19}		X
121		A	20	X	
13			20½	X	
13}		X	21	X	
14			211		A
141,			22	X	
15			221	X	X
151	. 📓	A	23	. A	
. 16			231	. A	
161	# P	X	24	. 🛕	
17			241	A	A

NOTICE TO MARINERS. No. 99.

CHINA SEA.

PEIHO RIVER-TIENTSIN DISTRICT. TAKU BAR LIGHT.

TOTICE is hereby given that on the 9th Instant, the Hulk "Aden" sank at her moorings outside the Taku Bar, in 8 fathoms at low water springs. The "Taku Bar Light," which was

exhibited at her Mast, will therefore be discontinued for the present. By order of the Inspector-General of Customs.

GERALD E. WELLESLEY. Acting Engineer-in Chief, Imperial Maritime Customs.

Engineer's Office, Bhanghal, 14th March, 1879.

Not Responsible for Debts.

Aleither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:-

NEHEMIAH GIESON, American barque, Capt. D. Bradford-Meyer & Co. CRAIGIE LEA, British barque, Capt. A. 1. Winther.—Butterfield & Swire.

JOHANN FRIEDRICH, German brig, Capt. A. H. Kroncke.-Wieler & Co. GOLDEN FLEECE, British barque, Capt.

James Wiltshire. - Gilman & Co. MARY WHITRIDGE, American ship, Capt. Bery F. Cutler.—Russell & Co.

ONEIDA, British ship, Captain S. Clyma. -Gibb, Livingston & Co. FLEURS CASTLE, British steamer, Capt.

Jno. Kidder.—Adamson Bell & Co.

Enert.-Meyer & Co.

NEWS FOR HOME.

JAN PETER, German barque, Capt. Klh.

The Overland China Mail. (The olders Overland Paper in Ohina.)

PUBLISHED AT THE "CHIMA MAIL" OFFICE IN TIME FOR THE ENGLISH MAIL

Containing from 72 to 84 columns of closely printed matter.

FINIS Mail Sumillary is compiled from

the Daily Ohina Mail, is published twice a month on the morning of the English Mail's departure, and is a reford of each fortnight's current history of events in China and Japan, contributed in original reports and collated from the journals published at the various ports in those Countries.

It contains Shipping news from Shanghai, Hongkong, Canton, etc., and a complete Commercial Summary. Subscription, 50 cents per Copy (postage bald 56 cents.) \$12 per annum (postage

baid \$13.50.) Orders should be sent to GEO. MURRAY BAIM, China Mail Office, 2, Wyndham Street, not later than the evening before the Heparture of the English Mail Steamer. Terms of Advertising, same as in Daily Divina Mail

Intimations.

HONOKONG WHARF & GODOWNS STORAGE.

OODS RECEIVED on STORAGE at Moderate Rates, in FIRST-CLASS GODOWNS, under European supervision and VESSELS Discharged alongside the WHARF, on favorable Terms, with quick despatch.

MEYER & Co., Proprietors. Hongkong, November 29, 1878. my29

HUTOHINGS begs to announce to the Community of Hongkong that he will be able to supply

BEEF, MUTTON, &c., from 1st October, and trusts that they may grant him their support. SHOP - WELLINGTON STREET, opposite

Hongkong, September 20, 1878.

SAILOR'S HOME.

A NY Cast-off CLOTHING, BOOKS, or A PAPERS will be thankfully received at the Sailor's Home, West Point. Hongkong, July 25, 1878.

Nutices to Consignees.

FROM HAMBURG AND LONDON.

HE British Ship Oneida having arrived, Consignees of Cargo by her are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense.

GIBB, LIVINGSTON & Co., Agents.

FROM LONDON AND SINGAPORE.

Hongkong, March 17, 1879.

TIHE 8. 8. Gleniffer having arrived from the above Forts, Consignees of Cargo are hereby informed that their Goods- ing-room Suite, Marble-top Blackwood with the exception of Opium-are being landed at their risk into the Godowns of the Undersigned, whence and/or from the Wharves or Boats delivery may be Optional Cargo will be forwarded unle is

notice to the contrary be given before Noon, To-day. Cargo remaining undelivered after the 21st lustant will be subject to rent. No Fire-Insurance has been effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Cin. Hongkong, March 14, 1879.

COMPAGNIE DES MESSAGEIGES MARITIMES.

NOTION TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Undersigned for countersignature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected. G. DE CHAMPEAUX,

Ex "Ava." HJAH (in cross) No. 107, Aldridge Salmon & Co., 1 case Hoslery, from London.

Agent.

Ex "Amazone." MF (in diamond) JWP (underneath)

No. 4045, Order, 1 case Cotton, from London. from London.

B S M H (in cross) No. 15706/7, Order, 2 bales Woollens, from London. Hongkong, March 15, 1879.

COMPAGNIE DES MESSAGERIES MARITIMES.

AMAZONE.

NOTICE.

CONSIGNEES of Cargo per S. S. tion with the above Steamer, are hereby informed that their Goods are being landed and stored at their wisk at the Company's Godowns, whence delivery may be | call, and Singapore March 11, General. obtained immediately after landing. Optional Cargo will be forwarded on,

unless intimation is received from the Consignees, before To-DAY, the 7th Instant, at 3 p.m., requesting it to be landed here. | Mar. 19, Yottung, for Swatow. Bills of Lading will be countersigned by

the Underslaned. Goods remaining unclaimed after FBI-DAY, the 14th Instant, at Noon, will be subject to rent and landing charges. No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent. Hongkong, March 7, 1879.

To-day's Advertisements.

FROM LONDON, PENANG AND BINGAPORE.

THE Steamship Stotland, Captain Atkin-Ports. Consignees of Cargo by her are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and take immediate delivery of Chinese. their Goods.

once landed and stored at Consignees' risk Mrs Milne. and expense.

Optional Cargo will be forwarded to Yokohama, unless Notice to the contrary begiven before noon to-morrow.

RUSSELL & Co. Hongkong, Merch 19, 1879.

To-day's Advertisements.

OCCIDENTAL & ORIENTAL S. S. COMPANY. NOTICE.

MONSIGNEES of Cargo per Steamship GAELIC, from San Francisco, &c. are hereby requested to send in their Bills of Lading for countersignature here, and to take immediate delivery of their Goods. Cargo impeding discharge of the Steamer will be landed and stored at Consignees risk and expense.

G. B. EMORY, Hongkong, March 19, 1879.

NOTICE TO CONSIGNEES. THE GERMAN BARK JAN PETER

FROM ROTTERDAM. MONSIGNEES of Cargo by the abovenamed Vessel are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods. Cargo impeding the discharge of the Vessel will be landed and stored at Con-

MEYER & Co., Hongkong, March 19, 1879.

signees' risk and expense.

SUBSTANTIAL ENGLISH AND CANTON-MADE

PUBLIC AUCTION.

HOUSEHOLD FURNITURE. MANTEL-PIECE MIRRORS, ENGRAVINGS, CROCKERY-WARE, GLASS-WARE, PLATED-WARE,

&c., AMMERT, ATKINSON & Co. have received instructions to sell by Public Auction.

THURSDAY. 3rd April, 1879, at 2 p.m., at the Residence of C. Voger, Esq.,

No. 2, Queen's Road,-The whole of his SUBSTANTIAL HOUSEHOLD FURNITURE, &c.,

Comprising:---Brown Rep covered Mahogany Draw-Round Table and Tea Poys, Sets of Canton Tea Poys, Flower Stands, Canton Vases, Mantel-piece Mirrors, Eugravings and Chromo Lithographs, Fender and Irons, Lace Curtains and Cornices, Drawing-room Billiard Table with Marking Board, Cues, &c., &c., Teakwood Dining Table and Whatnots, Sideboard, Arm Chairs, Green and Gold Dinner Set, Hand Painted Dessert Set, Glassware, Platedware, Cutlery, Ice Chest, Meat Safe, American Bed with Spring and Hair Mattresses, Couch, Chairs, Cheval Glass, Lady's Writing Desk, American-made Bureau, Wardrobe, Marble Top Toilet Table and Mirror, Marble Top Washstand and Services, Chest of Drawers, Clothes Horse; Bath Tubs, Commodes.

A COTTAGE PIANO, by DOERFEL STEINFELSER & Co. Catalogues will be issued, and the

whole will be on view the day before the Sale. TERMS.—Cash before delivery in Bank

Hongkong, March 19, 1879.

SHIPPING.

March 18. Carrie Wyman, American barque, 459, Randell, Newcastle (N.S.W.) Dec. 9, Coal,-MEYER & Co. March 19, Emil Julius, German barque, H H No. 14, Order, 1 case Hosiery, 501, N. H. Jurgensen, Hamburg Sept. 12, General. - MELCHERS & Co.

March 19, Ægean, British steamer, 843, C. E. Stewart, Kobe March 12, 6 a.m., General.—LINSTEAD & Co. March 19, 11 a.m., Gaelie, British str., 1712, W. H. Kidley, San Francisco Feb. 18, noon, and Yokohama March 13, 6 a.m.,

General.-0. & O. S. S. Co. March 19, Volga, French steamer, 1000, Rolland, Yokohama March 18, Mails and General -- Messageries Maritimes. March 19, Charybdis, H. M. corvette, 1451, Chas. F. Hotham, Shanghai March

10, and Woosung 14. March 19, Hailoong, British steamer, 277, F. P. C. Goode, Tamsul March 16, Amoy Indus, from London, in connect 17, and Swatow 18, General.—Douglas

LAPRAIR & Co. March 19, Scotland, British steamer, 1190, Atkinson, London Jan. 10, via ports of The Russell & Co.

DEPARTURES. 19, Menmuir, for Australian Ports. 19, Large, for Saigon. 19. Hwai Yuen, for Canton. 19, Pernambuco, for Salgon.

19, Albay, for Amoy, &c. CLEARED. Mary Whitridge, for New York. Maharajah, for Bangkok. Yangtone, for Shanghal.

Oraigie Lea, for Takow.

PASSENGERS.

ARRIVED. Per Agean, from Kobe, Messre A. J. Smith, and J. Idlbrom, and 9 Chinese. Per Gaslie, from San Francisco, &c., Mr. son, having arrived from the above K. de Piotrowski, 268 Chinese, and 2 Per Volga, from Yokohama; for Mar-

seilles, Mr P. Colomb; for Hongkong, 1 Per Scotland, from London: for Hong-Cargo impeding her discharge will be at kong, Mr Robert Smith; for Yokohama,

DEPARTED. Per Yothing, for Swatow, 208 Chinese. Per Menmuir, for Australian Ports, 699

Per Pernambuso, for Balgon, 174 Chi-

SHIPPING REPORTS.

The American barque Carrie Wyman re-Light winds and calms throughout. The British steamer Ægean reports: Light variable winds with rain on the Japan coast, on the 14th off Iwoya Sima had a heavy N.W. gale with high sea, thence to port strong N.E. monsoon with thick hazy weather accompanied with heavy rain, thunder and lightning. On the 17th inst., spoke the Winton off Hal-tan Head, and on 18th the Blue Funnel steamship off

Breaker Point.

The O. and O. S. S. Gaelic, Capt. W. H. Kidley, left San Francisco Feb. 18th at ncon, experienced moderate variable winds to Yokohama, arriving there at 3.30 a.m. on the 11th, passage 19 days and 19 hours; left Yokohama at 6 a.m. on the 13th, fine Monday, March 24:weather on the Japan Coast, and fresh monsoon from Ockseu down the sea, accompanied with very heavy rain equals, and thick foggy weather, arrived here at 11 a.m. on the 19th March. Passed the Belgic at 3 p.m. on the 18th, and at 8.30 p m. stopped and rescued Capt. Ashton, Chief Officer Hunter, Chief Engineer Msointyre, Second Engineer Reeves, Third Engineer Canning, and 70 Chinese from the wreck of the S. S. Yesso, which vessel was totally lost on the White Rocks on the night of the 17th inst.

The British steamer Hailoung reports Left Tamsui on the 16th, encountered strong monsoon, dull hazy weather and high sea crossing the Formosa Channel, and arrived in Amoy on the 17th. In Amoy H.M.S. Hart. Left again the same day had fresh monsoon with heavy rain and high sea, and arrived in Swatow on the 18th. In Swatow: S. S. Tientsin. Received intelligence in Swatow from the Second Officer concerning the wreck of the S. S. Yesso on the White Rocks proceeded there and communicated with the S. S. Gaelie, which was engaged rescuing the passengers and crew, received from her Capt. Ashton and proceeded, had moderate Northerly winds with du'l cloudy westher from thence to port.

Shipping Intelligence. The following is corrected from the latest London and Colonial Papers, &c.;-

VESSELS TO ARRIVE. AT HONGEONG, Penarth

Cardiff Bremen

. Hamburg Cardiff 29, Rosaire, Flushing 18, Blenheim, London 21. Kong See (8.), Cardiff

23, Glamia Castle,

10, City of Santiago (s.), New York 27, Daucalion (s.), Liverpool

LOADING FOR CHINA AND JAPAN PORTS. At London. - Steamers via Sues Canal. Lord of the lales. (Flenfalloch. Galley of Lorne. Merionethshire. Sailing Vesisely

Agnes Muir. Carricks. At Glasgow. Glencoe (a) via L'don. Breconshire (s.)

POST OFFICE NOTICES. MAILS will close:-

For SAIGON .-Per Feronia, at 3.30 p.m. To-morrow, the 20th inst.

For SWATOW, AMOY, FOOCHOW, CHEFOO, AND NEWCHWANG. Per Namoa, at 5 p.m., on Thursday, the 20th inst.

For SWATOW .-Per Killarney, at 5 p.m., on Friday, the 21st inst. __ -For BANGKOK --Per Rajanattiunuhar, at 4.30 p.m., on

Tuesday, the 25th inst. MAILS BY THE FRENCH PACKET .-The French Contract Packet Djemnah will be despatched on SATURDAY, the 22nd instant, with Malls to and through the United Kingdom and India (vià Madras), Australia, Zealand, Tasmania, Fiji, Aden, Seychelles, Réunion, Mauritius, Suez, This is the best and Alexandria. opportunity for forwarding Correspondence to E. Africa, the Cape,

St. Helena, and Ascension. MAILS BY THE BRITISH PACKET .-

British Contract Packet Bokhara, will be despatched on SATURDAY, Malta, and Gibraltar.

N.B .- This Packet carries no mails for the Australian Colonies, E. or S. Africa, nor for Mauritius.

HOURS OF CLOSING THE CONTRACT MALLS,

The following hours are observed in closing Mails, &c., by both the British and French Contract Packets:-

Day before departure,-5 P.M .- Money Order Office closes ; Post Office closes except the Night Box, which remains open all night. Day of departure,-

7 A.M .-- Post Office opens. 10 A.M. Registry of Letters ceases Posting of all printed matter and patterns ceases. 11 A. M. -- Mails closed, except for Late

11.10 a.m.-Letters may be posted with Late Fee of 18 cents until 11.30 a.tr. when the Post Office Cross! entirely.

11.40 A.M. -- Late Letters may be Brated on board the parket with Lato Fee of 18 couts upul Hims of departure.

MEMOS. FOR TO-MORROW

Miscellaneous. Notice of optional cargo per Scotland be given before Noon.

General Memoranda. FRIDAY, March 21:-Daylight, -- Namoa leaves for Coast Ports.

Goods per Gleniffer undelivered after this date subject to rent. SATURDAY, March 22 :--

Noon.—Sale of Land. Noon.-French Mali leaves for Ports of Call and Europe.

8 & 3.30 p.m.-Meeting of Shareholders of The Chinese Insurance Co., Limited, at No. 39, Queen's Road. 8 p.m.-Meeting of United Service Lodge.

SATURDAY, March 29:-Noon.-English Mail leaves for Ports of Call and Europe.

Tuesday, April 1:--

3 p.m.—Occidental & Oriental S. S. Co.'s Steamer leaves for Yokohama and San Francisco. THURBDAY, April 3:-

2p.m.—Sale of Household Furniture, &c., at Mr Vogel's residence, No. 2, Queen's

WILL BE READY IN A FEW DAYS.

No. 4 OF VOL. VII.

Hongkong, March 15, 1879.

THE

HONGKONG DISPENSARY

Ritablished A.D. 1841.

A. S. WATSON & Co., FAMILY & DISPENSING OHEMISTS. WHOLESALE AND RETAIL DRUGGISTS, 1MPORTERS

Dauggists' Sundries, Nursent Requi-SITES, TOILET REQUISITES, ENGLISH, AMBRICAN, AND PRENCH PATENT Medicines.

MANUFACTURERS

Water, Lemonade, Tonic Water, Gingerade, Potass Water, Sarsaparlila Water, and other Aerated Waters. The Manufactory is under direct and

Hongkong, June 1, 1876. The publication of this issue commenced

continuous European Supervision.

THE CHINA MAIL.

6: 7.45 p.m.

HONGKONG, WEDNESDAY, MARCH 19, 1879.

or the frightful famines of India and size of the spots on the sun. So long, China, should in any way be connected however, as our scientific friends only with the number and size of the blotches | deal with physical phenomena, and leave shown on the face of old Sol is passing sufficient allowance for the influence strange; but the way by which the which imprudence and rascality must savans in these days lead ordinary mor- always have upon commercial operations tals is getting to be outrageously re- and crises, we are not prepared to quarmarkable. The theory, it seems, is that rel with the forecastings of science in commercial crises and periods of great reference to droughts, famines, or even depression have been separated, for the tradal panics and depressions. last century, by intervals of almost exactly a decade. This fact has been noted for many years, and verified by the two last panies in the commercial world. Europe, vid Naples; to Salgon, Stratts Side by side with these observations Settlements, Batavia, Burmah Coy'on, another class of phenomena has been discovered by the astronomers, --viz, that the periodic changes in the sun known as the sun-spot periods, as well as the variations in the total rainfall upon the earth, are alike governed by a cyclic law, the sun-spot periods agreeing almost exactly with the recurrence of the ten-year periods of commercial depression. The high authority of Mr W. Stanley Jevons, in Nature, is quoted the 29th inst., with Mails to and for the correctness of the scientific through the United Kingdom and theory, and this distinguished savan Enrope vid Brindisi or Southampton; gives us the result of the latest calculato the Straits Settlements, Batavis, tions to a decimal. Up to quite a recent Burmab, Ceylon, India, Aden, Egypt, date, there existed a discrepancy between the estimate of the sun-spot cycles and the crisis periods of '96; but this has 80th or 81st. been all remedied, so that the sun-spot years), and as the calculation of the crises cycles are identical, the "almost perfect coincidence" is by itself, Mr Jevons think, "strong evidence that the phenomens are casually connected."

American mails for all three Ports at once, If this presumed connection actually with perhaps Indian and Australian correexists, it is a most wonderful exemplifispondence also, it would have been a cation of the harmony with which one thing in Nature works upon and into another, and of the interdependence which pervades all forces. The means by which is shown the freedom from or plentiful display of, spots on the sun are of the most exact kind, the scientific instruments which are now used for measuring the heating power of the sun being almost perfect. It may even now be admitted, without doing any violence to preconceived notions, that there always has been some connection between the meteorological conditions of the earth and the state of the sun | but the degree in which this influence may govern the rainfall over the globe, bringing at stated intervals droughts and famines and con-

sequent depression of trade, offers scope for further verification ere ordinary minds can thoroughly grasp it as a calculable reality. Mr Jevons writes as if he were perfectly at home with such complicated questions; he says:-

All that is needed is half-a-dozen of Pouillet's pyrheliometers with skilled observers, who will seize every clear day to determine directly the heating power of the sun. Why do we not go direct to the great luminary himself, and ask him plainly whether he varies or not? If he answers No, then some of us must reconsider our theories, and perhaps endure a little ridicule. But if, as is much more probable, he should answer Yes! then the time, will come when the most important news in The Times will be the usual cablegram of the solar power. Solar observatories ought to be established on the tablelands of Quito or Coxco, in Cashmere, in Plazzi Smyth's observatory on the Peak of Teneriffe, in Central Australia, or wherever else the sun can be observed most free from atmospheric opacity. An empire on which the sun never sets, and whose commerce pervades every port and creekof the sunny south, cannot wisely neglect to keep a watch on the great fountain of energy. From that sun, which is truly of this great world both eye and soul,' we derive our strength and our weakness, our success and our failure, our clation in commercial mania, and our despondency and rain in commercial collapse. We lately published an article from

the pen of Mr A. Hosie, of H. M. Consular Service, upon the Rainfall in China for the last 38 years, in which that gentleman found by analysis three cycles from 1843 to 1877. Comparing these with the years of minimum and maximum sun-spots, a coincidence is shown which Mr Hosie thinks must be something more than accidental. In two articles contributed by Mr Hosie to the transactions of the North China Branch of the Royal Asiatic Society,-Droughts in China, A. D. 620 to 1648 and Sun-spots and Sun-shadows observed in China, B. C. 28 to A. D. 1617—that student of natural phenomena fairly reveis in figures bearing on the questions above referred to; and the vast Encyclopædia (the Tu Shu Tsik Cheng) compiled in the reign of the Emperor K'ang Hi, and lately purchased for the British Museum, has been ransacked for information bearing on droughts and sun spots. These labours, therefore, bring this scientific theory, as it were, to our own doors. As has been shown in the case of India, so it is in Ohina I a natural law seems to have measured off with never-failing regularity the droughts and famines which for ages have visited and desolated those regions. We have neither space nor leisure to enter into the elaborate details given by Mr Hosie in his valuable papers; but it should be mentioned that the natural conclusion deduced from his figures is that China has but entered upon a phase of calamitous famines which, unless provided against by every means which human skill and forethou ht can devise, may during the next two or three decades, tax the strength of the Empire to the very utmost.

While recognising much of the logic of facts in all these scientific demonstrations, and acknowledging the useful service which such knowledge may accomplish for humanity generally, it would, we think, be a dangerous doctrine to establish,-that all our ills may depend upon the amount of heat given out by the sun. There may be, it is true, many things which as yet are not dreamt of in our philosophy; but it will be some time before we can come to believe that the canting villany shown in the City of Glasgow Bank frauds was in any marked THAT the present commercial distress, degree connected with the number or

LOCAL AND GRNBRAL. FRENCH MAILS left Salgon at 7 a.m. on 17th March. English Marts left Singspore, in Khiva, on

WE remind Jurous that the Criminal Sessions begin to-morrow at 10 a.m.

the 17th March, at 8 a.m.

We are informed by the agenta that the E. A. S.S. Bowen, with the Torres Straits mails, left Singapore to day for Hongkong. WE (Japan Gatette) are informed by the

Agent of the P. M. S.S. Co. that the Alaska ..

left San Francisco for this port on the 6th

instant, and is due in Yokohama about the periods are now brought to a point (10.45 | We learn that the mails for Amoy, Formosa, and Foschow which were on board the Yesso were lost. Fortunately it was only a local mail. Had it been, as is often the case now, French, English, and

> positive calamity. THE Gazette gives the following account, duly certified, of the average amount of bank notes in circulation in Hongkong,

during the month ending 28th Feb. :-Average Specie in An bunt. Keserte. Oriental Bank. Corp... \$ 538,268 \$ 200,000 Chart. Morc. Bank 1 556,865 200,000 of Ini, Lon. & Chi. Chart. Bank of In., 812,055 200,000* Ann. & China..... H'song & Shanghai 1,680,271 1,000,000

Banking Corp.....

proceedings at the Supreme Court to-day, said that he thought it was wrong to sit so late as a general rule. In England it was always the rule to sit from 10 to 4, and that rule should at least be adhered to within the tropics. The Court rose to-night at 6.45 p.m.

LOSS OF THE S. S. "YESSO."

The O. & O. str. Gaelic, Capt. Kidley, reports the total loss of Messra Douglas Lapraik's steamer Yesso, Captain S. Ashton. The Gaelic stopped at 3.30 p.m. yesterday (18th), and rescued Capt. Ashton, Chief Officer Hunter, Chief Engineer MacIntyre, Second Engineer Reeves, Third Engineer general cargo, some 200 chests of Upium Canning, and 70 Chinese from the wreck of the Yesto. She was lost on the White Rocks on the night of the 17th. She left Hongkong on her usual trip to the Coast Ports on the 14th inst.

Bo far as we have learnt, the facts are as follows :- The Yesso left Swatow at sundown on the 17th, the night being exceedingly dark and rainy. The Captain steered to pass to the southward of the Lammock Islands; and at 11.30 the ship struck on the White Rocks, knocking away her stern and badly injuring her bottom. For a short time after she struck she made little or no water, but as there was deep water close under her stern, Captain Ashton did not deem it prudent to back her off until some arrangements were made for the safety of passengers and crew. There were in all some 140 souls on board, and fears were entertained that she would hink immediately on backing. The boats were at once lowered and got ready to re By the time this coive the passengers. was done, the ship commenced to make water rapidly; and the Yesso having no water-tight bulkheads, the water ran att and her stern sunk in about half an hour. Great fears were then entertained that the vessel would slip off the rocks into deep water; and as many passengers as the boats would contain with safety were put into them, with orders to remain alongside the ship until daylight. An anchor was then let go with the object of keeping the vessel from slipping off the rocks, and the engines were turned ahead slowly until the water put the fires out, Those remaining on board were sent to the forepart of the ship, as the only place of safety; and as there was nothing more to be done, the Captain waited for daylight, with the intention of landing all hands on some of the rocks which were beyond reach of high water. The wind and sea increased instrength, with continued rain, so that even the rocks close under the bow could not be At daylight three of the four boats found to have left, though this was against the orders issued,—the under command of the Officer (Mr Hunter), being the only one remaining. She was despatched in search of a landing place, and having landed her passengers returned to the wreck, which was now fast breaking up She made a second trip, taking as many of the passengers as she could, but, contrary to expectation, she did not again make her appearance. Her native crew, it appears, had refused point blank to face the danger a third time, although the Europeans (Mr Hunter, Mr Sheppard, and Mr Mointyre) and one Malay quartermaster did everything in their power to induce the Chinese to join them in making the attempt to rescue those still remaining on board It-was, of course, impossible for four men to attempt to take out and manage a large boat in the sea that was then running; and we can easily understand their feelings of disgust at such conduct on the part of the Chinese, while their b. other-officers and so many others were still on the wreck which | His Excellency Governor Pope Hennessy. was fast breaking up before their eyes. They at last succeeded in getting a native fishing-boat to make the attempt; but it [No. 94.] was 2 o'clock in the afterno n before this boat could reach the wreck. The ship in the meantime was fast breaking up, and the people on board, having first taken refuge on one of the padd e-wheels, were ultimately driven to the last resort, viz , the walking | night duties of the Hongkong Police, togebeam and framing of the engine, from which position they were at last rescued by | Superintendent, and some returns on the the fishing-boat, with the exception of one subject. small boy of seven years, who was washed These poor fellows-consisting of Captain Ashton, Second Engineer Reeves. and the amount of awaying wreckage round | Colony. the vessel. All, however, succeeded in of the little boy) has been lost.

hove in sight, running with all sail set for | dated the 3rd September. Hongkong. The people on the rocks signal. led to the steamer with blankets, and imme- since the Police Commission of 1871, that dialy upon the signals being seen, the Gastro | these details of night duties had been called rounded to and steered in towards the for, or in any way brought to the notice of my question. rocks, much to the delight of those on Executive. she having been sent by messis. Lapraik's particular district without specially report agent in Swatow to render assistance—the ing it. the Yesso's boats, in command of the prepare a revised plan of night beats and that some of the passengers on board cast hitherto in practice i and this revised plan, to reach the rocks or the ship, he art immediately. sail for Swatow. It is presumed that the 7. In my Despatch No. 23 of 27th other two boats, which have not as yet February, 1878, I informed Lord Carnaryon been heard from, did to same thing; and of my intention of rendering, as the as Captain Ashton says he has but slight fears possible, the whole of the Police an armed

by the wreck; but owing to the heavy gale armed with revolvers. and the fact that the Yesso was then under water, it was decided that nothing could be done in the way of salvage without the help of divers. This being so, the Hailoong followed the Gaelic, from the scene of the

wreck, to Hongkong. We understand that the mails (which are reported elsewhere as lost) were in the forward part of the ship and were considered to be beyond the reach of the water, but the Yesso filled and sank so rapidly at the last that there was no time to save anything but life, not one board having been able to save any thing beyond what they stood The Yesso had on board, besides her and 25 boxes of Treasure-representing roughly a value of about \$200,000, over and above her hull and general cargo. The bulk of this loss, we believe, will fall upon the local marine insurance offices. amount (with the exception of a small line at home) being pretty fairly distributed amongst the local companies.

Captain Ashton and his officers speak in the highest terms of Captain Kidley and his officers, for the kindness shown them during the passage down and at the time of the rescue.

Formosa.

A letter from Tamsui, of the date of the 10th instant, informs us that the outside heap at Coal Harbour, Kelung, of the best screened coal procured from the Government mine there, took fire in the last week of February, and burned fleroely for four or five days. The fire, which consumed about 500 tons of coal, was put out only after much continuous labour in the isolation of the coal in its neighbourhood.-We are also told that the foundations of the Confucian Temple in what is to be the new Prefectural City of Bangka were laid, on the morning of the 7th instant, with much ceremony, by the Prefect, the building of whose Yamun will, according to rumour, be commenced next month. The same letter states that savages have made a clearance of the Hakka camphor stills on some mountains near Oulan, at the instigation of some Chinese who want to get possession of a valley that was long occupied by the Hakkas, and that a nice set of clan fights is likely to ensue in consequence of this.

RE-ARRANGEMENT OF THE POLICE NIGHT DUTIES.

Shortly after the occurrence of the Wing Lok Street raid it may be remembered that Mr Pope Hennessy obtained certain minutes regarding the night duties of the Police at the scene of the attack and also in every district of the Colony. were published at the time, and they likewise figure prominently in the Report of the Police Committee lately issued. M. Hayllar, in his address to the public meeting, also made particular reference to this phase of the "insecurity of the Colony." So that this illumination of Police failings -which need not for a moment be denied ita legitimate weight-was put forward as the Governor's explanation of the then exlating state of affairs. In the Government Gazette of March 19th appear the following

C.M G., to The Right Honourable Sir Michael Hicks Beach, Bart., M.P.

GOVERNMENT HOUSE. Hongkong, 28th Sept., 1878. SIB, -I have the honour to enclose, for

ther with a report of Mr Deane, the Captain

in this exposed position, on the walking of men in each best on the 1st of Septembeam or frame, for over five hours, with ber, 1878, and at the corresponding date the seas breaking round them, and in in 1877 and 1876. In reply to this Minute, momentary expectation of sudden death. I received a return relating to the principal It was with the greatest difficulty that the | police district; whereupon I called, on the survivors were enabled to get from the beam | 9th of September, for similar information into the boat because of the tremendous sea | respecting the other Police districts of the

3. Accompanying those returns were getting into the fishing-boat; and so far certain volumes giving the details for each first sighted the junk, as we are yet aware, only one life (that day and night of the Police duties since the year 1876. The returns were further At about 3 o'clock the O. & O. S. S. Gaelie explained by a brief report from Mr Deane,

4. I understand it was the first time

shore. A stiff rain squall, which lasted for . 5. I regretted to find that instead of the half an hour, shut out the Gaelic from number of men on the night beats having very fairly. view, and some anxiety was felt that the been increased with the increasing populabig steamer would not be able to render tion of the Colony, they were being any assistance in so dangerous a place diminished, and, upon the Whole, I was and in such weather. When the squall struck with the manifestly inadequate cleared off, however, the Guelio was strength of the night beats and patrons for found to be still there, and Captain Kid- such a place as the Town of Victoria. ley brought his vessel close to the rocks, Accordingly I have instructed Mr Deane to and sent his boats to rescue the unfor- restore the night beats and patrols to the tunate shipwrecked people from the rocks. | maximum strength of the year 1676 to Just as this had been accomplished the make weekly reports in future of the night Co.'s steamer Hailoong came in sight, duties, and not to alter the number in any ports her head goes to starboard. We

news having reached that port by one of 6. Furthermore, I have asked him to chart were found by Mr Francis to bring Second officer (Mr Passmore), containing patrols of about thirty-three per cent. and when the witness was saked to explain about 20 passengers. Mr. Passmore states greater strougth than the insufficient plan off his rope during the night, and that I trust, with the advice and assistance of when to tound himself adrift and tinable my Council, to bring into operation almost

for their plaimate safety, as the boat which Force. I have proceeded slowly and with it is that you were going to the southward

Hailoong arrived on the scene, Captain | than thirty or forty have been given rifles Ashton left the Gaelic and went on board by Mr Creagh and Mr Denne. It may be the former vessel to confer with Captain possible, however, before long, to have all Goode as to the advisability of remaining | the night patrols of the Chinese Police:

I have, &c. J. Pope Hennessy.

The Right Honourable Sir Michael Hicks-Beach, Bart., M.P., to His Excellency Governor Pope Hennessy, C.M.G. Hongkong.

No. 119.

DOWNING STREET.

11th December, 1878. the receipt of your Despatch No. 94 of the steamer had continued on the same 28th September, and to express to you my | courses as when we first sighted, there approval of the sters which you have taken | would have been no fear of collision. I made for increasing the atrength and efficiency of | no attempt then to get out of her way. the night patrols of the Hongkong Police. When she ported she might have also got the authorised Force is able to supply these | could then have passed us about 500 feet additional night patrols by a rearrangement | off, I think she was rather further off than of duties, but if an increase of the force nearer. I did not blow the whistle as will be involved, I request you to furnish | thought there was no danger whatever. I me as soon as possible with an estimate of | was moonlight, but I did not see the moon. the cost of such increase.

I have, &c., (Signed,) M. HICES-BEACH. Governor HENNESSY, C.M.G.,

SUPREME COURT IN ADMIRALTY.

March 19, 1879. Before His Lordship the Chief Justice with Capt. Cleveland, R.N., H.M.S. Iron Duke, and J. P. McEnen, Esq. Acting Harbour Master, as Nautical Assessors.

Promovent-Kwok Ayong. Impugnant-Schultz, Master.

This was a claim for damages for the loss. of the stone junk Sun Hop Lee, which was sunk by collision with the S. S. Yangteze, of which latter vessel the Impugnant was and is the master. The Hon. J. Russell, (Acting Queen's Advocate), instructed by Mr Brereton, was for the Impugnant; and Mr J. J. Francis, instructed by Mr Dennys, for the Promovent.

This case was resumed to-day. Queen's Advocate addressed the Court briefly and explained the nature of the evidence he should call, and gave an outline of his case. He then called Captain Schultze, the Master of the S. S. Yangtere, who said :- I have been 21 years at sea, years in steamers. The Yangteze trades between this, Canton, and Shanghai. is a vessel of about 1,200 tons capacity. With the exception of four voyages I have been running on the same route. We left this on the 6th Feb. at 6 p.m., and proceeded slowiy shead until getting through the shipping, and we then went faster, and I put the telegraph on "full speed." After we got through the shipping we were going about 7 knots; we were then close to Whitfeild Station. I was on the bridge the whole time. The wind was E.N.k. or E. by N. There were two men on the lo kout. The night was quite clear, with an overcast sky. The moon was up at the time. About 6.30 p.m. I sighted a junk right ahead, and a minute later the Unief These minutes Officer reported to me that she had ported. I was about a mile from her at the time we first sighted her. She had two sails; I could see them quite distinctly. she was sailing with a fair wind. had our masthead light burning and the two side lights. I saw the lights myself shortly after leaving the buoy. I could see myself that the junk had ported, and ported our helm until the junk was two points on our port bow. She was about three quarters of a mile off then. I then steadied our helm. I saw no light on the junk. I was ateering by the land for a high hill at the corner of the Ly-ee-moon, called the Devil's Peak. We kept our course, and kept a good look-out on the junk. The man on the look-out also called out "junk ahead" shortly after I saw her. We kept on our course until we got within two steamers' length off. She would have passed clean had she kept her course, but she starboarded her helm, and the effect was to bring her stern right across our bow. She would have passed 500 feet from us had she not starboarded. I, seeing her ahead, your information, copies of some Minutes | starboarded our helm and stopped engines, [felt it necessary to make respecting the | and then went full speed astern. It only took me about a minute to give my orders. The mate attended the telegraph. The head of the steamer paid off to port, but struck the junk abaft the mainmast on her 2. Upon the official report of a Burglary starboard side. If the steamer had gone committed in the Central District of to port I should have out the junk right Victoria, on the 29th of last month, I made | through (laughter). From the first time Third Engineer Canning, and thirteen a Minute asking for the details of the night caught sight of the junk until I cut her Chinese (one of whom was a woman) were | duties of the Police Force, and the number | in two was about ten minutes. After the accident I at once lowered a boat and sent the second mate to save life. The orders are to put up our side-lights directly it is

sunset. I saw them myself in their place before we left the boundary of the harbour. The accident occurred about one third of n mile off the Channel Rocks. Witness having marked his course on a chart, and pointed out the place he was in, when he

Mr Francis cross-examined him. said:-I was heading E. by S. I did not see whether the junk's sails were one on either side: I saw that the main-sail was on the port side, but I did not see that the foresail was on the starboard side. I saw two sails, Mr Francis: - Don't equivocate. Answer

Mr Russell :- I think, my Lord, that the Captain is answering his questions

His Lordship :-- Yes ; it is a very harsh thing to say to a witness. I can perfectly understand the state of a man's mind at such a time. He might see two sails and not be able to say which side they were on-Witness continued :- The mainsail is the largest; the foresdil might have been lost in the mainsail. If going before the wind she should have sailed wing and wing. I saw her porting half a point. When she ported, and our head went to atarboard.

The various positions as marked on the the atsamer outside the point of collision, this, he could not do so I he said he must have made a mistake, and asked to be allowed to try again. This was granted, and he then was given a blue pencil and told to leave the first marks in. The second marks were a little better, but not quite accurate. Witness continued that in porting, he

altered his course two points. Mr Francis:--Well, can you explain how has siredy existed was the oldest and most due caption, in extrasing sims to the property fine of direction, and the june

of your former line of direction. Witness :- I starboarded afterwards.

Mr Francis :- Yes, immediately before the collision. Witness subsequently, on looking at the examined. chart, said that the courses he had given

wheel and telegraph are both on the bridge. The boatswain and one sailor were on the the sailor was not. Before the Chief Officer came on the bridge the Second Officer Sir. I have the honour to acknowledge was there. If both the junk and the I understand you to be of opinion that into collision had I not ported also. Sh When the junk was close to us, she starboarded her helm. I did not blow the whistle then, although I could have done so easily on the bridge.

Mr Francis: Do you think, the junk coming on rapidly, it was the most prudent course to adopt to starboard your helm and bring your bows round meeting her Witness:-I think it was the only way to clear her.

Mr Francis :- Did not that movemen necessarily increase the force and shock of

the collision? Witness: -I don't think so. Mr Francis:—If you had put your helm hard aport, would it not have tended to bring you broadside to broadside.

Witness:-It would not. I don't think Mr Francis:—If you had ported and there had been time for the vessel to feel the helm would not your steamer's bow

have gone clear of the junk? Witness:-Yes, if there had been time. It felt the influence of the starboard helm: little. I could not say how much the steamer answered her helm. I struck the junk on the quarter. I do not believe the jank ran into the steamer. I see Quarry Point on the chart. If the junkpeople say that the collision occurred 600 feet off Quarry Point, it is not true. never go nearer than half a mile off that point, I saw the Danish brig at anchor after the collision. I reliained after the collision about 40 minutes. The steamer went all two steamer lengths shead after she struck the junk. On our starboard bow there was a hole and on the port a scratch. I cannot account for the hole Our side lights are kept on the bridge, at the level of the bridge. I saw the sic lights put out, but not the mast-head light. All our boats are kept abaft the lights. I did not see any other junk but the one we struck. I did not see the brig at anchor. I know where Show-ke-wan is, I did not look in that direction. No report was made to me of the brig being in sight. My boat was in the water about 5 minutes

after the collision. The brig's boat got there first. I did not see the brig until 40 minutes after the collision, but the Captain of the brig came on board my ship with my Second Officer. When I saw the brig I had steamed half a mile ahead. She bore S. E. of us. The brig was lying just out side of Quarry Point. The boatswain, lamp trimmer, look out man are all Chinese. spoke to them about the case; that is, only told them to speak the truth but did not tell them what the truth was. I spoke to them outside this Court. That was after had read the report of the proceedings in

Re-examined by Mr Russell:-I spoke to the Chinese by advice of my solicitor. have told them nothing about the facts of this case as I understand them. I produce the ship's log. The entry in that book is signed by me and is correct. Entry read.

By His Lordship: The brig's sampan saved 17 men, and my boat one. The brig was a mile and a half away. My boat could not be lowered in less than five minutes; it was a rowing boat and sampan a hakka boat, with two sails.

His Lordship expressed his astonishment that this boat could get to the scene of the collision from the brig, a mile and a half away, and save 17 persons before the steamer's boat could get there.

The Queen's Advocate endeavoured to explain this by the fact of the brig's boat being a sailing boat, and there being a strong

Re-examined by Mr Russell:—I do not pretend that the marks I have made on the chart are made with scientific accuracy. As soon as I saw the junk had taken a decided course, i.e., when she ported and I ported, there was then no danger, and I thought all was safe; it was only when she got close to us that she endeavoured to cross our bows. It would have been useleas to blow our whiatle.

By Capt. Cleveland 1—I ported, although the junk was a little on my starboard bow, because the junk ported. By Captain McEuen !- The engines were

going full speed a stern i the action of the rudder then is not altered when she has way on her; but when she has lost her way her head goes to starboard. At this stage the Court adjourned till

On resuming, the Chief Officer (Mr Her-Captain's evidence,

next called, and gave similar testimony, | selves have a well-marked signification | we With reference to the question about the all know what "pin," "chin," "wo" Captain of the Danish brig and the sampan | "hang" and "lung" mean, but we are which picked up the drowning men, he said! compelled to recognize the fact that through -The Captain of the Danish brig said that | natural perversity or some other cause if I would put him on board his ship he Chinamen invariably attach a queer and would allow his sampan to take the men to out-of the way sense to each of those words Hongkong. I took the Captain of the brig | which, as every American child knowns, on board the steamer. I can only account | really have a settled and definite meaning for the steamer getting so far from the which could be mistaken only by a wreck in this manner, that the steamer had | heathen. "What a curious people these good way on. I do not know where the Frenchmen are !" said a German visitor to | (Taken at Mesers Fulconer & Co.'s Premises, sampan came from ; I led Captain Schultze | the Paris Exposition; "they call Brod to believe that she came from Hongkong. 'du pain.'" 'Yes," replied his friend -Witness said that the brig was a mile . and we call it Brod," . Ah, well," end a half or a mile and a quarter off.

depoted :- I have been an Engineer at sea | which they were blindly groping was over 12 years, and have been Chief Engineer "bread," and in this respect there o years. He said that when the Yangteze foreigners bore some slight resemblance left this on the 6th February, at 5.50 p.m., to the Chinese ; but as there is in Engshe steamed a little over 6 knots an hour. lish no such word as Brod, the paral-At about 6.32 p.m., he got the orders to lelish is not as perfect as it might be. slow, stop, and full speed astern. The ship The Germans are not so imitative a should stop in less than three ships' lengths, people as the Chinese, and therefore it

starboard side.

Wong Ayat, the quartermaster who was

and this concluded the evidence.

. The case was then adjourned till Monday thing about the matter will be required, and the Registrar of the Court was directed to write to Captain Deane to that effect.

China. KIUKIANG.

March 11. During the last few days, the natives have evinced considerable signs of animation from one cause or another. Mandarins have been hurrying—though that is hardly the right word, for Mandarins do not hurry as a general rule—backwards and forwards through the Settlement, accompanied of course, by their followers, the usual tag, rag and bobtail, which form part of an official's retinue. What with gong beaters, banner and other bearers, clarion blowing, gun firing, and ragamuffins and tatterdemalions, our celestial friends have quite a time of it.

The ball was opened by the Naval Brigade, or whatever name it is called by. The crews of the river gunboats went through a number of artistic evolutions on the Race Course, to the manifest edification and delight of the great unwashed. True, it was not such a grand affair after all, but then parades do not take place every day, so one must consequently be satisfied with what the gods send. The weapons yelept matchlocks, with which this naval brigade is armed, are rather antiquated in fact, but considering that the only use they are put to is to are off powder on grand occasions, they are quite good enough. There is little fear of these arms of precision, save the mark | ever doing any damage, unless they should accidentally explode and wound that to have recognized it would have the men behind them, but as there is no

such thing known as ramming home the powder with wadding, that is not at all likely. One thing is certain—they will not go off if it rains. After exhibiting their prowess on land, these gallants took to the water for a change, and with six gunboats had a sham fight and naval review. The vessels were formed in divisions of twos and threes, and advanced and retreated, dropped into line, and fired their guns singly, and in twos, and altogether. This did not last very long. They went through their movements very well, each change in the programme being noted by the waiving of a flag. Of the flags every boat had half a dozen, which fluttered conspicuously in the wind, while the crews themselves wore their best uniforms. P'un U Ling, the Admiral of the Yangtaze, may be expected here very shortly

now. This gentleman has a way of popping in upon the officials when least expected. It is said he is greatly opposed to opium smoking, and is doing his best to put it down. Query: Will he succeed? P'un has been nicknamed "Old Ironsides"-or by an expression meaning the same thing -and the story runs that when he was here last year, while in disguise he went to a teashop and entered into conversation with the tea drinkers. They were talking about himself, so he chummed in and wanted to know who this "Old Ironsides" was. Said they, "You must be a stranger round these parts not to know him." So he confessed his ignorance and was enlightened on the subject. "Well" said he. "is this official just?" and was informed that although very severe he was just in his judgment. They told him about P'un's true. anti-opium proclivities, and that the opiumshops were just then shut up, as it was known that P'un was somewhere in the neighbourhood. "I should like a smoke" said P'un, " can I get a smoke." One man offered to show him a shop where they might get in. So they went together, and having found the place, entered. Then P'un discovered himself! Tableau-opium shopkeeper and the tea-drinker with heads knocking the ground, the former because he kept an opium shop, and the tea-drinker because he had called his riv'rence "Old Ironsides," while P'un himself stood over the pair and forgave them both, telling the opium man that if he passed that way again next year and found the shop still open for the sale of the noxious drug, there would be a headless ghost wandering about in Hades and bewailing the day when in the flesh he ever took to selling opium for filtly-

The greatest event of the week has been the arrival of the Hsiao t'ai or Literary Chancellor, who visits the prefectorial cities twice during his term of office for the purpose of conferring the B. A. degree on successful students. He has eight chair coolies, who have painted on their breasts the figure of a horse, and when he arrived here he was received in great state. It is said he will stay at Kinkiang about a fortnight. The river has risen six feet since the 1st

instant - News.

THE STUDY OF CHINESE.

who are fond of languages, without knowing much about them, that the Chinese tongue would be very easy to understand if one could know precisely what meaning mann) was called, and corroborated the a Chinaman in his ordinary conversation attaches to words which are in common use Mr W. G. Willis, the second officer, was among us every day. The words themwas the reply. "but then you know it George Ferguson, the Chief Engineer, is Brod." Of course the real word for Loung Awah, the lamp-trimmer, was call- in not to be wondered at that the for-

His Lordship, at the conclusion of the crowded boat of the three. When the Chinese Police, and, up to this, not more to the northward of hers, that at that point ed and deposed to his having put the lamps mer, and indeed the generality of er left. He put the green light on the from the English language and simply attached wrong meanings to them as the latter have done. The condition at the wheel at the time of the collision, was of a scholar who would learn Chinese is therefore quite the same as was that of the Leung Akow, the boatswain and Tung people at the Tower of Babel when tongues could not possibly take him to the point of Afoo, the look-out man, deposed that the were confounded. In that day if one asked men had not finished stowing away the an- | for bricks straw was brought to him, and if Continued :- I never left the bridge; the chors and chains when the collision occurred only the whole company had tate down in convention, as the world did when Rousseau's "Social Contract" was drawn up, a look out. The boatswain may have been at 10 a.m., when the attendance of all the good deal of needless trouble would have assisting at securing the anchors, but Police force at Shau-ki-wan who know any- been spared humanity. If straw was bought to him who asked for a brick, nothing could have been easier than to call for straw and straightway receive a brick. Thus it is with Chinese and English. If one only knew how to misapply "hang" and "sing" after the manner of Chinamen he could converse at his case with the celestials in Hongkong or San Francisco. So remarkable is this misguided imitative-

ness of the pig-tailed men of the East that

they have already begun to take to them-

selves American family names. The Chi-

nese cousul-general, who is to watch over the interests of his fellow-countrymen in California and the territories, and who is the wealthicat foreigner that has ever come to live for any considerable time on our Pacific coast, is named Chun Put Nam-that is to say, he has in part taken the name of one of the most distinguished generals of the American revolution. Agitators of the Denis Kearney stamp may see in this an underhanded attempt to secure the rights of citizenship for the celestial or to take away our individuality as they are absorbing our wealth, but, to the reflective mind it simply means nothing at all, except that when the Chinese hear an American name or word they immediately appropriate and apply it to uses with which it really has nothing to do. They can imitate sound but not sense, and in truth their original language is but tortured English, and from the lowest stages of their confusion they are even now emerging inwhat is known as "pigeon English" It is singular that Professor Max Müller, has never called attention to this fact, and the only way of explaining his neglect is to say interfered with his theories of how ethonology may be built up upon philology. A little industry in the compilation of a dictionary based on the principle that when a Chinaman wants a pin he calls for a shu or shoe would render it the easiest of things for an American blessed with a good memory to become an accomplished Chinese scholar in two or three weeks, as he nevel could hope to become through the study of "Chinese in Six Easy Lessons," which is a work written under an utterly obsolete

"What's the difference." asked a teacher in arithmetic. "between one yard and two yardh?" "A fence," said Tommy Beales. Then Tommy sat on the ruler fourteen times.

A MAN in Missouri planted some beans late one afternoon, and next morning they were up—thanks to his hens.

theory of language. - N. Y. World.

A WARNING. -A man who jumped overboard and was drowned left a memorandum. saying, "Whisky did this." The coroner said the water did it, and that if he had stuck to whisky he might have been alive

Nor Bad.-A means has at last been invented to make money go a long way It is simply the 100-ton gun, which will fire five pounds' worth of iron six miles and a half in fifty seconds. If that is not making money go a long way, perhaps someone

will say what it is. An Irish gentleman assured a party, at which the conversation turned on Irish bulls, that not more than one half of the lies that they told about the Irish were

Quotations. Honokono, March 19, 1879. -New Patna, cash...\$5724 credit. Old Patna, cash, ... New Benazes, cash, 545 Old Benares, cash, credit. --Now Malwa, cast, 800 Tools, -Allowance Old Malwa, cash, -

Taels, ---Allowance Exchange. Bank, Wire, ... 3/51 80 days' sight, ... 8/61 6 months' sight, ... Documentary, 6 months sight, 8/7 India, Wi e, 2181 demand, ... 220 A.A.O. Shanghai, demand, ... 80 days' sight, ... 734 Bar Silver, 17 dwts. B., ... 1092 Mexicans, ... 2% c Gold Leaf, 991 touch ... Sovereigns, ... (...

Shares. At must often have occurred to people Hongkong Bank, 85 % premi Union Ins. Society of Canton, \$1,400 North China Ins. Co., Tls. 1 80) China Traders' Ins. Co., \$1 850 Yaugusze Ins. Asson., '11s. 700 Chiues, Losurance Co., \$285 E. K. Firel ns. Co., \$740 China Fire Ins. Co., \$167 H.K. & W. Dock Co., 3 % prem. H.K. U. & M. S.-boat Co., 30 dia. Shanghai Steam Navigation, Tla. 17 China Coast St. Nav. Co., Tls. 408 Hongkong Gas Co., \$70 Hongkong Hotel Co., \$65 Chiua Sugar Refining Co., \$120, ex div. Chinese Imperial Loan, £113, cam int. Do. ____ of 1877, £110, ex coupon

> Temperature. Queen's Road.)

HONGKONG March 19, 1979. 4 P.M. ... THERMOMETER-9 A.M. ... 1 P/Ment it. 4 5 4 10 (Wet balb) 9 L.M. 63 Do. 1 P.K. 55 Do. 4 P.K. 56 Do. Maximum Do. Minimum over night

To Let.

TO LET. MARINE HOUSE, QUEEN'S East-GROUND FLOOR, consisting of OFFICES, COMPRADORE'S QUARTERS, and Godowns. West-A RESIDENCE, with Business

Accommodation, complete. GAS and WATER laid on. Each of these Premises can be Let in whole or in apartments.

> Apply to E. R. BELILIOS.

Hongkong, March 11, 1879.

TO LET.

REENMOUNT. Possession on or before 15th May. Apply to

GILMAN & Co. Hongkong, March 4, 1879.

TO LET.

TORTION of a HOUSE, very suitable for OFFICES and DWELLING, also for a STORE, Queen's Road Central. Possession 1st March next.

> Apply to LANDSTEIN & Co.

Hongkong, February 4, 1879.

TO LET. FFICES on the FIRST FLOOR, No. 8, QUEEN'S ROAD. Apply to

J. NOBLE, No. 8, Queen's Road.

Hongkong, March 13, 1879.

Praya East.

TO LAT. TN the Houses on MARINE LOT 65, formerly known as the Blue Houses, situate on Praya East :--FIRST FLOORS of Nos. 2 and 4,

A FRONT and BACK ROOM in the DWELLING to the eastward of the Pier, with part of its spacious Verandah. Immediate Possession.

TO LET. THEST CLASS GRANITE GODOWNS, MARINE Lot 65.

A SPACIOUS TIMBER YARD, close to the Wanchai Pier. Timber received on THE PENINSULAR AND OBJENTAL STEAM Storage or the Yard Rented.

For further particulars, apply to MEYER & Co.

Hongkong, March 4, 1879.

TO BE LET.

On Shameen - Canton.

THE SPACIOUS PREMISES lately occupied by Messrs Olyphant & Co., Comprising: Dwelling House, with Go-DOWN, TEA and SILK ROOMS attached. For Particulars, apply to

> EDWARD DAVIS, Canton.

Canton, March 12, 1879.

TO BE LET. TIWO Excellent STONE-FLOORED

GODOWNS, on Marine Lot No. 10, Praya Central. Apply to TURNER & Co.

Hongkong, August 1, 1878.

TO LET.

TAIRST.CLASS OFFICES and GO-DOWNS, Nos. 54 and 60, Praya Central.

Apply to WO HANG, Nos. 6 and 7, Praya West.

Hongkong, January 2, 1879. Notices of Firms.

NOTICE. THE INTEREST and RESPONSIBILITY of Mr F. GROBIEN in our Firm

CEASES To-day. SANDER & Co. Hongkong, March 1, 1879.

NOTIOE.

THE INTEREST and RESPONSIBILITY of Mr WALTER SCOTT FITZ, in our Firm in Hongkong and China, CEASED on the 31st December last. Mr OHARLES VINCENT SMITH IS

admitted a Partner from This Date. RUSSELL & Co. Hongkong, January 1, 1879.

NOTICE.

THE Interest and Responsibility of the Undersigned in the Chinese Mail, E 日報 (Wah Tree Yat Po), Charge from the 1st August, 1877, but Debts prior to that Date will be received

and paid by him. CHUN AYIN.

Hongkong, April 6, 1878.

NOTICE.

TN Reference to the above, the Undetsigned has LEASED the Chinese Mail from the 1st August, 1877, and has engaged the services of Mr LEONG YOOK CHUN, as Translator and General Manager of the hewspaper, which under its new regime will be found to be, as hitherto, an excellent medium for advertising, especially the Manager is able to devote his whole attention to the conduct of the Newspaper.

KONG CHIM, Leprop of the Hongkong Chinese Mail. Monghong, April 6, 1878,

mails.

NOTICE. COMPAGNIE DES MESSAGERIES

MARITIMES. PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON. SINGAPORE, BATAVIA. POINT DE GALLE, COLOMBO, ADEN, SUEZ, ISMAILIA, PORT SAID, NAPLES, AND MARSEILLES:

ALSO, BOMBAY, MAHE, ST. DENIS, AND PORT' LOUIS.

ON SATURDAY, the 22nd March, 1879, at Noon, the Company's S. S. DJEMNAH, Commandant HERNANDEZ, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the

above places. Cargo and Specie will be registered for London as well as for Marselles, and accepted in transit through Marseilles for first class Lives up to £1000 on a Single the principal places of Kurope. Shipping Orders will be granted until

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 21st March, 1879. (Parcels are not to be sent on board; they must be left at the Agency's Office.)
Contents and value of Packages are re-

quired. For further particulars, apply at the Company's Office. G. DE CHAMPEAUX,

Agent. Hongkong, March 11, 1879.



STEAM FOR SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MEDI-TERRANEAN PORTS, SOUTH-AMPTON, AND LONDON;

attached to Blue Houses at Wanchai, BOMBAY, MADRAS, AND CALCUTTA, VIA BOMBAY.

> NAVIGATION COMPANY'S Steam-ship this on SATURDAY, the 29th March, at

Tea and General Cargo for London will be conveyed vid Bombay without transhipment, arriving one week later than by the direct route. Silk and Valuables will be transferred to the Calcutta steamer at

For further Particulars, apply to A. Nolver, Superintendent. Hongkong, March 18, 1879.

Occidental & Oriental Steam Ship Company.

TAKING THROUGH CARGO AND ASSENGERS FOR THE UNITED STATES AND EUROPE. IN COMMECTION WITH THE

CENTRAL JNION PACIFIC AND CONNECTING

RAILROAD COMPANIES

ATLANTIC STEAMERS

THE S. S. GAELIC will be despatched for San Francisco via Yokohama

on TUESDAY, the 1st day of April, 1879, at 3 p.m., taking Cargo and Passengers for Japan, the United States and Europe. Connection is made at Yokohama, with Steamers from Shanghal.

Freight will be recel d on Board until p.m. of the 31st March. PARCEL PACKAGES will be received at the Office until 5 p.m. same day: all Parcel Packages should be marked to address in full; value

of same is required. A REDUCTION is made on RETURN PAR-BAGE TIOKETS. For further information as to Freight

or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central. G. B. EMORY, Agent. Hongkong, March 17, 1879.

Insurances.

CHINESE INSURANCE COMPANY. (LIMITED.)

DOLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profit are distributed annually to Contributors whether Shareholders or not, in proportion to the nett amount of Premis contributed by each, the remaining third being carried

to Reserve Fund. J. BRADLEE SMITH, General Agent. Hongkong, December 9, 1878.

QUEEN FIRE INSURANCE COMPANY

THE Undersigned are prepared to grant Policies against Fire to the extent of \$45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premia.

NORTON & Co. Agente, Hongkong, January 1, 1874,

insurances.

ROYAL INSURANCE COMPANY. THE Undersigned, Agents for the above 1 Company, are prepared to grant Insurances at ourrent rates.

MELCHERS & Co., Agents, Royal Insurance Company. Hongkong, October 27, 1874.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.) CAPITAL, Two Millions Sterling.

MHE Undersigned are prepared to grant POLICIES against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Barbour, at the usual Terms and Conditions.

Proposala for Life Assurances will be received, and transmitted to the Directors

for their decision. If required, protection will be granted on

For Rates of Premiums, forms of proposals or any other information, apply to ARNHOLD, KARBERG & Co., Agents, Hongkong & Canton. Hongkong, January 4, 1867.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE-HONGKONG.

GENCIES at all the Treaty Ports of A China and Japan, and at Singapore, Saigon and Penang. Risks accepted, and Policies of Insurance granted at the rates of Premium current at

the above mentioned Ports. NO CHARGE FOR POLICY FEES. JAS. B. COUGHTRIE,

Secretary. Hongkong, November 1, 1871.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER

His Majesty King George The First, A. D. 1720. -BE-Undersigned having been appointed

Agents for the above Corporation are BOKHARA, Captain I. ORMAN, will leave prepared to grant Insurances as follows:--Marine Department. Policies at current rates payable either here in London or at the principal Ports

of India, China and Australia. Fire Department. Policies issued for long or short periods at current rates. A discount of 20 % allowed. Life Department. Policies issued for sums not exceeding

£5,000 at reduced rates. HOLLIDAY, WISE & Co. Hongkong, July 25, 1872,

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

ESTABLISHED 1824.

Capital of the Company £1,000,000 Sterling of which is paid up £ 100,000 Reserve Fundupwards of £ 120,000 Annual Income £ 250,000

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co. Hongkong, October 15, 1868. SWISS LLOYD TRANSPORT INSURANCE COMPANY

OF WINTERTHUR. THE Undersigned having been appointed - Agents for the above Company, have This Day taken over charge of the Hongkong Agency, and are prepared to grant INSURANCE OR MARINE RISKS at Current

MEYER & Co. Hongkong, February 10, 1879.

Rates to all parts of the World.

THE SCOTTISH IMPERIAL INSUR-ANCE COMPANY.

THE Undersigned having been appointed Sir J. Jeejeebhoy AGENTS in Hongkong for the abovenamed Company, are prepared to Grant Policies against FIRE on Buildings and on Goods to the extent of \$50,000, at the usual Rates, subject to an immediate Discount of 20 per cent...

Attention is invited to a considerable reduction in Premia for Life Insurance in MEYER & Co.

Hongkong, August 18, 1878. NORTH BRITISH & MERCANTILE

INSURANCE COMPANY. Incorporated by Royal Charter and Special Acts of Parliament.

Established 180 CAPITAL £2,000,000,

THE Undersigned, Agents at Hongkons for the above Company, are prepared grant Policies against FIRE, to the extent of £10,000 on any Building, or Morthandise in the same, at the usual Rates, subject to a discount of 20 per cent GILMAN & Co.,

Agony, Hopakong, July 6, 1875.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked h., near the Kowloong shore k., and those in the body of the Shipping or midway between each shore are marked c., in conjunction with the figures denoting the sections.

1. From Green Island to the Gas Works.

2. From Gas Works to the Novelty Iron Works. 3. From Novelty Iron Works to the Harbour Master's Office. 4. From Harbour Master's to the P. and O. Co.'s Office.

5. From P. and O. Co.'s Office to Peddar's Wharf. 6. From Peddar's Wharf to the Naval Yard. 7. From Naval Yard to the Pier.

8. From Pier to East Point.

Vessel's Name.	Anchor-	Captain.	Flag o Rig		" AM 4 . I	Date o Arriva		Consignees or Agents.	Destination.	Remarks.
Steamers		Stamont	R=:+		843	Mar.	19	Linstead & Co.	Takow & Yokohama	
Egean	0 0 5 h	Newart	Brit.	atr.		,		Douglas Lapraik & Co.		To-day
lbaylice	ን D ን ኤ	Waterhoro	Ger.	str.		Mar.	1	Little Marketter Co.	1. F7	put back
Bombay	1 h		lBrit.	str.	749	Feb.		Kwok Acheong		
Cheang Hock Klan	2 h	Webb	Brit.	Btr.	956	Mar.	14	Bun Hin Chan	Amoy	15-21-00-3
Djemnah	5 c	Hernandez	Fch.	etr.	2177	Mar.	18]	Messageries Maritimes		Mails, 22nd
ame	6 b	Stopani	Brit.	str.	117		_	H.K. & W pos Dock Co.	************	Tug Plying
Peronia	3 c	≺chultz	Brit, 🕛	str.	1115	Mar.	ΤĎ	Siemssen & Co.		
leurs Castle	2 0	Kidder	Brit,	etr.	1622	Mar.	17	Adamson, Bell & Co.	Y'hama & San F'elsco	let prov
Baelic	5 0	Kidley	Brit	str.	1712	iylar. Ma	10 TA	O. & O. Š. S. Co. Douglas Lapraik & Co.	Tamsui, &c.	Ton Prox.
Hailoong	5 h	Goode	Brit.	etr.	1060	Diar. Dah	25	Gibb, Livingston & Co.	Port Darwin	• • • • •
Killarney	D 0	Morebell	D-it	str.	in merit	Mer	16	Adamson, Bell & Co.		The second of the second
Loudoun Castle Maharajah	0.0	Clark	I Driv.	etr. str.				Siemssen & Co.	Bangkok	l'o-day
Malacca	1 (Smith	Brit	Btr.	امتمسا			P. & O. S. N. Co.	Yokohama	Mails - Will
Namoa	5 h	Westoby	Brit.	str.	~~~			Douglas Lapraik & Co.	Coast Ports	21st, dayligh
Norna	. 3 1		Brit.	etr.			28	Kwok Acheong		
Pernambuco	. ñ	Hyde	.Brit.	str.	643	Mar.		Melchers & Co.	Saigon	Fo-day
Rajanattianuhar	$\frac{1}{2}$	Hopkins	.Brit.	etr.	933	Mar.	16	Yuen Fat Hong	Bangkok	25th inst.
Sea Gull	18 t	1	. Amer.	atr.	48	luly	18	W. H. Ray	NI OL .	P. J.
Yangtsze	. 4	e Schultze	. Brit.	otr.	ł ·	Mar.	16	Siemssen & Co.	Ningpo & Shanghai	10-day
Zephyr	. 1 1	Heuer	. Brit.	str.	***	····	•	Russell & Co.		
Salling Vessels	_	. برا.		-	100	N.F.	Č	O. & O. S. S. Co.		100000
Abbie N. Franklin	· 8 ·	c H OWes	. Amer.	oqe.	460	Ma-	_	Butterfield & Swire		
B. P. Watson	• <u>\$</u>	cidawkina	Amer.	oge.	1126			Vogel & Co.	San Francisco	1 1
Black Hawk	٠\ <u>۵</u>	c rioyiand	Amer.	BD. Bás	450	Mar.		Meyer & Co.		
Carrie Wyman Catherine Marden		c Marden	Hait o	nde.	287	Feb.		Captain		The grade of the
Charmer						Jan.		Russell & Co.	San Francisco	1
Cilurnum	T T	Beadle	Brit.	gh.		Mar.		Wieler & Co.	· · · ·	
Coeran						July		W. H. Ray	· .	
Coloma	14	d Hall	Amer	pae.	1 ,	Nov.	1	Russell & Co.	Portland (Oregon)	
Craigie Lea	. R	c Winther	. Brit.	bge.	400	Mar.	1	Butterfield & Swire	l'akao	
Elizabeth Childs		Lindbergh	Ger.	bge.	1	Mar.		Wieler & Co.		Sanda' Bilp
Emil Julius	., 1	c Jurgensen	Ger.	bge.	501	Mar.	18	Melchers & Co.		They Gast
Formosa		Burgwarldt .	(ler, 3	m. 80.	282	Feb.		6 Vogel & Co.	Hamburg	Ab'deen Do
Forward	2	c Vandevord	Brit.	`bge.	744	Dec.		Rozario & Co.	Portland (Oregon)	Wanahat Di
Golden Fleece		. Wiltshire	B ./ lt.	bge.	893	Mar.	∵.	Gilman & Co.	Now Vonb	Wanchai Pi
Golden Rule	4	k Lewis	4 mer	sh.	1195	Mar.		7 Vogel & Co.	New York New York	+
Hazelburst	·· 8	k Goudey	Brit.	bge.		Jan.		B Vogel & Co.	Portland (Oregon)	
Herbert Black	. 4	k ireat	Amer	. Dge	1, 0/0 1050	Jan.		2 Rozario & Co. 9 Vogel & Co.	r ormana (otekon)	
Highlander	4	k Hutchinson .	Amer	. 6D.		June Dec.	-	6 Meyer & Co.	Callao	11111
Invincible						Mar.		8 Captain		
Jan Peter	** 전 1	Winds	Clar	bge.	336	Mar		8 Meyer & Co.	1	1 1 2 2 2
Johann Friedrich	'' L	o Kroneke	Jon	gģ.	242	Mar.	- 1	8 Wieler & Co.		
Julie					604	Feb.	1	2 Carlowitz & Co.	Saigon	A Section 1
Louise					280	Mar.	1	6 Gilman & Co.	************	McD.'s Slig
Marco Polo		e Brechwoldt	Ger.	bge	358	Mar.	1	0 Wieler & Co.		
Marquis of Argyll		McKeon	Brit.	bae	500	Dec.	2	4 Rozario & Co.		Cos'tan Do
Mary Whitridge	8	k Cutler	Amer	. ah	. 862	Var.	1	5 Russell & Co.	New York	Cleared
Nehemiah Gibson	8	h Bradford	Amer	. bqe	741	Feb.	. 2	3 Meyer & Co.		
Penobscot	7	c Chipman	Amer	. bge	, 1133	Feb.	2	3 Butterfield & Swire		
Onelda	5	k Clyma	Brit.	ah	. 2293	Mar.	j	5 Captain		
Quickstep	8	. c Barnaby] A mei	, bqe	826	Mar.	1	OiCentain		
Ropublic	8	c Molmes	Amei	r, sb	1961	MYST.	•	9 Captain 6 Douglas Lapraik & Co.		F 18 18 18 18 18 18 18 18 18 18 18 18 18
Staut	.15	c asonenoug	Nota	, bge				6 Vogel & Co.	Portland (Oregon)	
Stillman B. Allen	••• 4	C Laylor	A mei	r. pqe	1100	Day.		Russell & Co.	Portland	1 1 2 2
Stonewall Jackson Stracathro	··· 4	g Darwell 'ssain	Sane)	r, ruge had	1150	Den.	_	Vogel & Co.	London	
Strathmore	••••4	I Hamamosth	Rais	bqe		Dec.	-	1 Captain		
Sumarlide	••• 4	Tohiusan	Nam	ညပူရ ရက်	- 1	Jan.	_	9 Vogel & Co.	London	
Our markets	lo.	1. Olomob	4 200		. 10 0 0	Sent		5 Russell & Co.		
Sydenham		Miller	Brit	gh	1. 1063	Jan.	·	5 Vogel & Co.	*************	`K'loon Do
Thos. A. Goddard	[4	comith	•••] \ m e)	r. Dqe	3,] 0 52	i de Ber		Strangers of Co.	New York	
Thomas Fletcher	3	k Pendleton	Ame	r. bqe	a. 645	Feb.	2	3 Captain		
Three Brothers	$$ $ _{2}$	h Kahleke	Brit.	bqe	e.} 367	Feb.	7	24 Ee Tye Hong		
• • • • • • • • • • • • • • • • • • • •	.			. •		ŀ				
AOTMAHW				:		. '		A CONTRACTOR OF THE PARTY OF TH	•	
Friedrich		Bertelsen			o, 296	Mar		8 Wieler & Co.	/m1	
Johann Schmidt		Bösche	Ger.	bq	e. 433	} ∤Mar	.]	10 Melchers & Co.	Tientsin	The state of the s
Lota	1	Dudfield	Brlt	bq	· -	Mar	•]	17 Order	Chefoo & Newchwa	ng
Tartar	•••	Kaemena	Ger.	b	g. 256	Mar	•	11 Melchers & Co.	Tientain	
			ļ	٠ .	1	.		✓		7
CANTON					_ _	, a.r		17 Signature & Co	Shanghai	
Chinkiang		Orr	Brit	, st		BLAT		17 Siemssen & Co. 19 C. M. S. N. Co.	Shanghai	
Hwai Yuen	ا,,,	- Wilson	•U¤1.	ET.	r. 984	≭ . Tì B <u>'</u> L	٠.	AU OF MAI DE ATE OUE	Man Rings	

Men-of-war in Hongkong Harbour.

							-					
	Vessel's Name.	Anohor-	Flag.	Class.	Tons.	Guns.	Н. Р.	Date of Arrival.	Commander.			
	Armide Ashuelot Charybdls Fly Iron Duke Lily Mecance Mosquito Victor Emanuel Vigilant	7 0 6 6 6 h 6 h 6 h	French U. S. British British British British British British British British	Flag-ship (iron-clad) corvette corvette gun vessel Flag-ship (iron-clad) gun vessel military hospital gunboat Commodore's flag-ship despatch vessel	3500 1370 1506 684 3787 700 2591 495 3087 835	12 6 17 4 14 3 4 20 2	450 700 400 120 800 95 50	Jan. 21 Feb. 12 Mar. 19 Dec. 21 Mar. 15 Jan. 28 Jan. 30 Mar. 17	de la Barriere Geo. H. Jerkins Chas. F. Hotham M. McNeil Henry Cleveland B. E. Cochrane LtCom. G. A. Grey Commodore Watson William M. Annesley			
	At Canton Wolf		German	gunboat	428.	× 110		Mar. 18	Becks			

CHINESE GUN-VESSELS IN CANTON HONGKONG, MACAO AND CANTON RIVER WATERS, &c. STEAMERS. H. P. Commander. Tons. Guns. Name. Tons. Captain. Owners. Name. J. Godsil An-lan A. Walker Chen-jul G. McBain Coulsen Fatchoy 221 Stewart Chen-to Butterfield and Swire Martin Chinese Admiral Ichang Ching-on H., C. & M. S.-boat Co. Benning, T. 457 180 Kin Shan Ching-po H., C. & M. S.-boat Co. Chun li Hu 617 Kiu Kiang 150 Chun-tung Kwok Acheong Kienchow Browne 89 Read H., C. & M. S. boat Co. Benning, C. H. Palmer 600 120 Powan' Peng-chou-hai Kwok Acheong Li Ping Tye Quang-on H. Wade J. Calder H., C. & M. S. boat Co. Hoyland 180 180 Shen chi H., C. & M. S.-boat Co. 280 Cary 60 60 **4**0 Sul-taing Kwok Acheong Bessard Ching 180 100 Tching-teing Tsing-po

		SAILING VESSELS.
FOOOHOW SBIPPING IN PORT.	MERCHANT STRAMERS.	Crosby British barque
March 8, 1879.	*Djemnah French	Donne Castle for Newchwang
MERCHANT STEAMERS.	Flora McDonald British	Edith American ship
Europe for Shanghal	Foodhow British	Ella Beatrice British barque
*Kwangtung for Hongkong	Hae-nan Chinese	
MERCHANT SAILING VESSELS.	Hae-ting Chinese	
Anton Gunther German barque	Hesperia German	H. Upmann German barque
Hermann for Newchwang	Hwaiyuen Chinese	Irezu British barque
Vale of Nith for Shanghai	Kiang-plau Chinese	Jerfalcon British schooner
Willis British schooner	Kiang-tung Chinese	Leander British ship
Winlow for Newchwang	Kiang-yuen - Chinese	Lulu British schooner
MEN-OF-WAR.	Urisea British	Lydia British barque
Sheldrake - H. M. gunboat	Paukong British	Megdala British ship
Ling Forg Chinese cruiser	Priam London v. Amoy	Moorburg German schooner
	Ta-yue-fung American	N. Mondelli British barque
	Teviot British	Nourmahal for London
SHIPPING IN SHANGHAI HARBOUR.	Tung Ting Chinese	Queen of the West British barque
March 14, 1879.	Wenchow British	Ta Hongkong Slamese ship
merchant stramers.	Yungning Chinese	Vesuvius American barque
Amazone French		Von Werder German barque
	MERCHANT SAILING VESSELS.	Walls Castle for Newshwang
Appin British Bokhara British	Argus British ship	W. A. Helcomb. American barque
*Ohinklang British	Birchyals British barque	
Chin-se Chinese	Birker British ship	Man-of-War.
Diomed British	Chihaya Marti Japanese barque	Egeria H. M. gunboat
Transfer and the second	Ohing Tab Chinese barque	Freys German corvets

U. S. corvette Monocacy Connaught Ranger British ship * Since left port, or arrived at Hongkong. Printed and published by GRO, MORRAT BAIN, at the Chine Mail Office, No. 2, Wrashem Street, Houghouse.